

The memorial which we publish in an outside column on the subject of the extension

positive co-operation will be. One word at the meeting of the 2nd of March (or at the meeting of the Council two months ago) would have rendered unnecessary the attempt to change the Bowen Park to a nobler name. And in the same way, a few authoritative words from Hand-quarters might now greatly aid the community in coming to a decision as to the kind of permanent institution or memorial to be erected on this historical occasion. It may be that the narrow escape ran by many leading officials of the Government to appear inimical to the Right Hon. Sir George Hogg—who is now supposed to be the one who is to resume his place at Government House—has frightened honourable gentlemen and others into severing their connection with such dangerous things as Jubilee Celebrations. Whatever co-operation, however, may be looked for from officials as members of the community, it is clear that the time has arrived for the Executive to make themselves heard, either as leaders or harmonious workers in this movement to do honour to our Queen. Without discussing the merits, advantages, or disadvantages of any of the three or four Schemes now before the public, it seems to us that the assurance of the co-operation of the Government in any one of the schemes best definitely obtained, before anything further is actually agreed upon. Such an assurance appears to be essential to the success or failure of any plan whatever, and it is, at the more stage that it should be so long with held.

This memorial which we publish in another column, on the subject of the extension of railways in China, is conspicuous for its boldness and advocacy of the railway cause. Though the expediency of providing for the more efficient and rapid transport of troops and war materials is made the chief argument, it is evident that the writer's sympathies have been won in the iron road by other and more pacific means; and it would almost seem as if the first reason had been kept well in the foreground for the purposes of overcoming the objections of the more conservative statesmen to the innovation. It is equally clear, if the language of the memorialist is to be relied on, that if the projected line be a success, he will lose no time in advocating the development of a railway system. It is also apparent that the influence of the Marquis Tsung has already been powerfully at work, and that it has been exerted in favour of Western civilisation. With three such men as the 7th Prince, Li Hung-chang and the Marquis Tsung at their head, the party of progress should be able to overcome the prejudices of the stubborn and fanatical members of the state whose resistance to the railway is due partly to superstitious ignorance and partly to selfish motives.

Some time ago we called attention to the danger which arose from the practice now so prevalent of using warships as alarm

TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]
(Via Southern Line.)

MORE ARRESTS OF RUSSIAN CONSPIRATORS.

London, April 11.

A man and a girl were arrested in St. Petersburg on Wednesday with bombs in their possession in a street through which Their Majesties the Emperor and Empress were to pass.

LOCAL AND GENERAL.

PASSED SURE CANAL.

OUTWARD LEGGERS.—*Strathfern*, March 1; *Orion*, *Wreath*, 2; *Belcher*, 6; *Swat*, 4; *Glenparry*, *Orinda*, *Kingston*, 22; *Oder*, *Tatiana*, *Glanmoruc*, *Mayana*, 25; *Arctura*, *Glanmoruc*, *Canlon*, 29; *Glenagie*, *Monmouthshire*, *Niobe*, *Camoodia*, April 1; *Benedict*, *Saghalien*, *Aphron*, 6.

HOMING AND SOUND.—*Tantallon*, March 8; *Dardanus*, *Martha*, *Graveland*, 23; *Olympia*, April 1; *Achille*, 5.

The S.S. *Djemnah*, with the **FANSON MAIL** of March 11th, was to leave Saigon on Wednesday, the 13th April, at 4 p.m., and may be expected here on or about Saturday, the 14th April. This Packet brings replies to letters despatched from Hongkong on Feb. 11.

The O. S. S. Co.'s steanship *Sargeidon*, from Liverpool, left Singapore on the 8th instant, and may be expected here on or about the 14th instant.

The Indo-China Steam Navigation Co.'s steanship *Wu-gwang*, from Calcutta, left Singapore on the morning of the 8th instant, and may be expected here on or about the 14th instant.

The D. D. R. steanship *Electra*, from Hamburg, left Singapore on the 8th instant, and may be expected here on or about the 14th instant.

The Union-Line steamer *Cassopella*, left Singapore on the 9th instant, and may be expected here on or about the 16th inst.

The Ben Line steamer *Denary*, from Antwerp and London, left Singapore on the 12th instant, and may be expected here on or about the 19th instant.

Tax Agent of the M. M. Co. informs us that the Company's steamer *Demach*, with the next French mail on board, was to leave Saigon to-day, the 13th instant, at 4 p.m., for this port.

Fun on the Bristol will again be performed by Mr Sheridan's Company at the Theatre Royal this evening. To-morrow evening the Company will perform Bryan's burlesque opera 'Little Fri Diavolo.'

It will be observed from an advertisement in another column that the P. & O. Com-

pany, by enclosing any portion thereof, nor shall any one make any use of it in the Bath Room, Unlaid, Waist Closet, Sleeping Apartment, Store or Cook Room; nor allow any rain or other water to be projected therefrom on to this thoroughfare.' Indeed, the guarantee is one of the most sweeping documents against the verandah-owar that could well be framed. In addition to the stipulations above quoted, the Lessee agrees to keep the verandah good repair, to paint and cleanse when required to do so; to maintain the footway underneath it by gentle paving or otherwise; to keep the pathway clear of goods and articles of trade; and finally to pull down the verandah whenever such is required by the Surveyor General for public works or improvements. With such exceptional powers as these, there can be no doubt whatever of the ability of the authorities to cope with this nuisance, which amounts to a real danger in these so-called fire-ravaging times. It is said that the Surveyor General, while remaining inactive in regard to this real danger, is for the present withholding his consent to the erection of houses with verandahs. Surely this is beginning at the wrong end, especially in view of the dangerous state of the Chinese quarter of the city.

may now employ a useful functionary at Bridgidi, who will afford passengers by their steamers all information regarding trains, charges, omnibus fees, luggage, &c. The commissioner is sure to be in great request.

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The semi-annual change in the departure of the mails will take place next week. The French mail will be despatched on Tuesday (the 19th) as usual, the English mail will leave on the following Friday (the 22nd), and then the mails will settle down to depart on Thursdays from the 28th inst., continuing to do so till the 25th August.

FATHER B. VIGANO, who has been a resident in this Colony since 1853, twenty-four years ago, left here this afternoon for Milan in the Austro-Hungarian Lloyd's steamer *Medusa*. Father Vigano was well known to most residents and was popular with all who knew him. He has been Roman Catholic Military Chaplain for many years past, and he has superintended the erection of the new Roman Catholic

The following are the Orders of the Day for the next meeting of the Legislative Council, to be held on Friday next, at 4 o'clock:—

1. First reading of the following Bills:—
- (a.) An Ordinance to enable the Trustees of the Rhenish Missionary Society to sell and dispose of certain Leasehold property within the Colony of Hongkong. (b.) An Ordinance for the reformation of Chuan Kwot Yuen. (c.) An Ordinance to amend and consolidate the Law relating to Jurors.
2. Second reading of the following Bills:—
- (a.) An Ordinance authorizing the Hongkong and Shanghai Banking Corporation to continue incorporated for the further term of Twenty-one Years. (b.) An Ordinance to consolidate the Law relating to various Licenses.
3. To go into Committee on the following Bills:—
- (a.) An Ordinance to consolidate and amend the Law relating to Establishment of the Hongkong Police Force in this Colony. (b.) An Ordinance to establish the Males Diseases, Slaughter-Houses, and Cattle Ordinance, 1857. (c.) An Ordinance empowering the Courts to award Whipping as a further punishment for

The Japan Gazette of the 2nd instant records an occurrence of a serious nature which took place on the last lot, but which was of great importance or design has not yet been discovered. As Mr. and Mrs. Marshall and Mr. and Mrs. Ding, of the American legation, were proceeding in a first class carriage by the 4 o'clock train from Tokyo, a bullet crashed through the window of the compartment and passed out of the opposite side. Mr. Marshall was standing at the time and distinctly felt the bullet caused by the bullet in his back. He had been sitting in the same position at which the bullet was fired, and he thought that it was the occasion of the bullet. He was struck him on the head. Both the gentlemen were all black and it is surmised that they may have been mistaken by a would-be assassin for Japanese officials.

4. A third reading of the following Bills (a) An Ordinance entitled "The French Mail Steamer Ordinance continuation Ordinance, 1887." (b) An Ordinance entitled "The German Mail Steamer Ordinance continuation Ordinance, 1887."

There seems every probability, says the *Times* News, now his Majesty the Emperor has, for example, that bestowing donations upon the land for fortifying the coast will become quite fashionable. Among other gifts recorded in the veracious paper are, "Oboro Masamune, manager of the Hotel de la Ville, 100,000 francs, and a small altar that were dedicated to the kami." He has to the local authorities for permission to submerge it. Doubtless the required sanction will be promptly accorded.

A black and white photograph showing a highly textured, granular surface, likely a wall or ceiling. A prominent, dark, horizontal band runs across the middle of the frame, possibly representing a shadow or a change in material. The texture is composed of many small, irregular particles or grains.

Insurance.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 1/2 per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George the First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurance as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887.

Mails.

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUZ, MEDITERRANEAN AND BLACK SEA PORTS.

MARSEILLES AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON TUESDAY, the 18th of April, 1887, at Noon, the Company's Steamship *AFRICA*, Commanded by VIZONY, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted, until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 18th April, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, April 7, 1887.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 15th Proximo, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, addressed to the Company's Office, should be sent to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central, Hongkong.

C. D. HARMAN, Agent.

Hongkong, March 26, 1887.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN, & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 18th day of April, 1887, at Noon, the Company's Steamship *BAYERN*, Captain SANIER, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted until Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th April. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply to MELOHERS & Co., Agents.

Hongkong, March 21, 1887.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS, BY ERNEST J. EISEL, Ph.D., TUBING. THIRD EDITION.

Price, with additions, \$1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884.

1838

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GALICIA* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 26th April, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, addressed to the Company's Office, should be sent to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central, Hongkong.

C. D. HARMAN, Agent.

Hongkong, April 5, 1887.

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Intimations.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH MORNING STAR.

Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tai-Tai at the following hours:—This Time Table will take effect from the 21st OCTOBER, 1886.

WEEK DAYS. Leave Kowloon. Leave Tsim-Tai-Tai. Leave Kowloon. Leave Tsim-Tai-Tai.

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